

hanscomfield



BED

Minute Man National Historical Park

Dear Aviation Community,

The Minute Man National Historical Park and the Massachusetts Port Authority are stewards of valuable public resources in Massachusetts. We believe it is important to maintain a sustainable balance between the economy, the environment and our cultural history and that this balance can be achieved by working together. This understanding has led to a renewed effort to minimize the impact of aircraft noise on the National Park experience.

Touch-&-Go operations can be disruptive during the National Park's outdoor programs and interpretive talks. Working with the FAA control tower and flight schools at Hanscom Field, we have identified "fly friendly" procedures to reduce Touch-&-Go activity over the National Park. The recommended procedures are presented in this flyer.

As a pilot, you are the key to the success of this effort, and we are asking for your cooperation by adopting the new procedures when you fly at Hanscom Field for Touch-&-Go use. These are recommendations and do not supersede FAA rules, regulations, or directions, and we request that these procedures be followed only to the extent safety is not compromised.

While you already are using Hanscom Field, perhaps you have never visited the nearby National Historical Park. It is a unique experience, combining tranquility and natural beauty with a historical framework that speaks to the essence of this country. The next time you fly, we ask you to join us in reducing aircraft noise over the Park for the enjoyment of its visitors, and perhaps occasionally you will stop at the Park to enjoy its contribution to the region and our country.

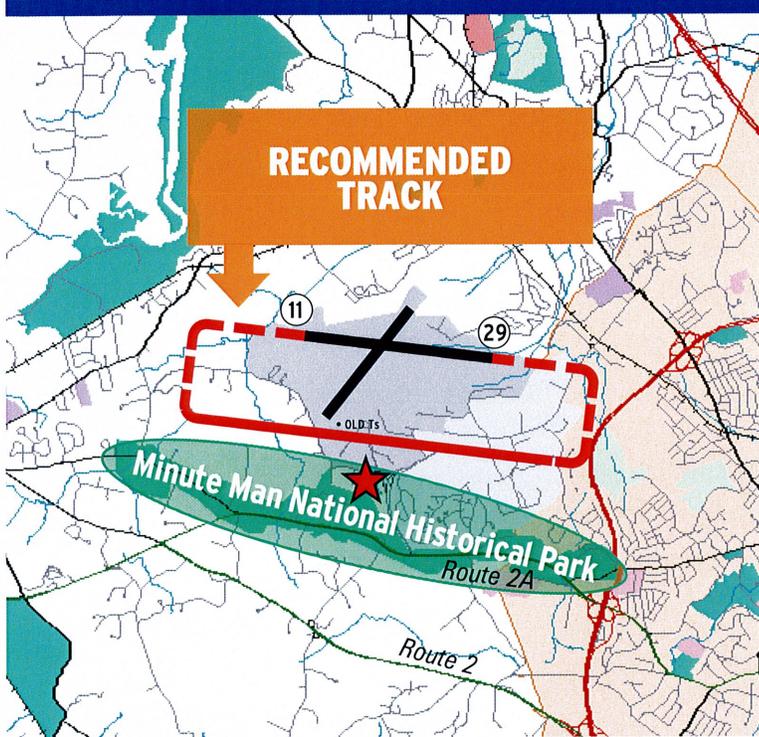
Thomas P. Glynn
CEO
Massachusetts Port Authority

BJ Dunn
Superintendent
Minute Man National Historical Park



Fly Friendly - Touch and Go Procedures

Avoid overflight of Hartwell Tavern, noted with a ★ on the map.



FOR RUNWAY 11 OR 29

(Unless otherwise instructed by ATC)

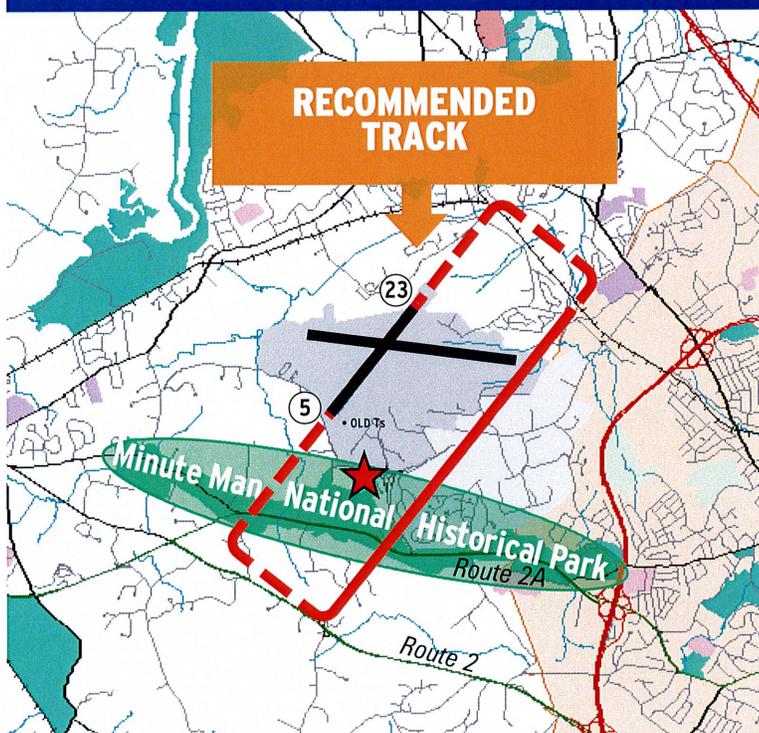
- Climb at best rate of climb (Vy) until pattern altitude
- Fly patterns at 1000' AGL (1132'-1200' MSL)
- Fly the downwind leg as close to 1/2 NM from the runway as practical

RW 29

- For left traffic, fly downwind leg approximately 500' south of the RW 5 chevrons, or over the old T's.
- If available per ATC, use right traffic.

RW 11

- For right traffic, fly downwind leg approximately 500' south of the RW 5 chevrons, or over the old T's.
- If available per ATC, use left traffic.



FOR RUNWAY 05 OR 23

(Unless otherwise instructed by ATC)

- Climb at best rate of climb (Vy) until pattern altitude
- Fly patterns at 1000' AGL (1132' - 1200' MSL)

RW 23

- Conditions permitting, continue on runway heading to 1000' AGL (1132' MSL), turning crosswind over Rt. 2.
- For left traffic, fly downwind leg approximately 500' east of the RW 29 chevrons.

RW 05

- For right traffic, fly downwind leg east of the RW 29 chevrons.
- Conditions permitting, extend downwind leg to Rt. 2.
- Avoid early base turns.